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INDIA, AUSTRALIA, &c, and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

No. 16,018. 號八十零千六萬一第一 日九初月七元統一 HONGKONG, TUESDAY, AUGUST 24TH, 1909. 二年期 號四十二月八九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a692]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs, net \$5.50 per cask ex Factory.  
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General Managers.  
Hongkong, 29th April, 1909. [a827]

NOTICE.  
THE CHINESE EASTERN RAILWAY  
(Co. Administration offers for Sale  
METALLIC BREAKAGE and SPOILED  
RUBBER in following quantities:  
1. IRON BREAKAGE about 260,000 pounds.  
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3. BURNED IRON ... 3000  
4. BABBIT BREAKAGE ... 50  
5. ZINC BREAKAGE ... 30  
6. SPOILED RUBBER about ... 1320  
Persons, who like to buy Metallic Breakage  
and Spoiled Rubber are asked to make their  
Applications not later than 12 o'clock NOON  
the 1st of September, 1909 to the address of  
the Administration's Council, in sealed envelopes  
with the following inscription: "Applications  
about the purchase of Metallic Breakage of  
CHINESE EASTERN RAILWAY CO." All Applications  
sent in later than the time above mentioned  
will not be accepted. The Application  
must contain:  
1. Christian name, second name, surname  
and the address of the purchaser.  
2. Quantity and kind of metallic breakage he  
wishes to have.  
3. Price of each kind separately.  
4. With the Application should be enclosed:  
the receipt of a deposit of security in the  
Principals' Account Office, amounting to  
10 per cent. of the proposed price, or the  
receipt of a deposit in any Section of the  
Chinese Bank on current account of the  
Railway's Director and the Conditions  
signed by purchaser.

All information necessary and conditions can  
be procured at the Material Department in  
Harkin daily except Holidays from 9-3 o'clock  
P.M. The Railway Administration has the  
right not to sell those parts of breakage on which  
the offered price is too low and also has the  
right not only to consider the price offered, but  
other considerations as well.  
CHINESE EASTERN RAILWAY Co.,  
Harkin. [a977]

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MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
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ARNHOLD, KARBERG & CO.  
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MANUFACTURERS OF  
HIGH-CLASS BILLIARD TABLES  
AND  
ACCESSORIES.  
CUES, CUE TIPS, WAVERS, BALLS.  
CATALOGUE ON APPLICATION.

C. LAZARUS & COMPANY,  
60 & 61, BENTINCK STREET, CALCUTTA.

[a853-2]

KUPPER'S PILSENER  
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THE LEADING BEER IN THE  
FAR EAST.

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Hongkong, 21st July, 1909. [a35]

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OF

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BRANDY	★ ★ ★	-\$23.50
"	★ ★	21.00
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WHISKY, PALL MALL		21.00
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[a51]

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YORK HAMS.

THESE HAMS ARE SPECIALLY SELECTED AND CURED  
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LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909.

[a853]

LONG HING & CO.,  
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17, QUEEN'S ROAD, CENTRAL.

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EASTMAN'S KODAK FILMS.  
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DEVELOPING & PRINTING  
A SPECIALTY.

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String Band Plays during Tiffin and Dinner.  
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Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE AND NO EXTRAS.  
A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.  
Private Bar and Billiard Rooms.  
Hot and Cold Water throughout,  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a998]

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PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
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ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
Proprietress, MRS. G. SACHSE.

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STANDING in its own grounds with Tennis  
and Croquet Lawns, Large airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone, No. 690.

Apply to MRS. F. W. WATTS,  
"Braceide," 20, Macdonnell Head,  
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

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MRS. M. MATTHEAY, Proprietress.

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Large and airy rooms, affording every comfort  
to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

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For Particulars, apply to M. USCHMANN,

Proprietress.

Hongkong, 5th October, 1908. [a45]

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SHAMEEN—CANTON.

MANAGER—MR. H. HAYNES.

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SITUATED ON THE BRITISH CONCESSION.

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M A C A O.

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CHINA).

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THE Hotel is under European management  
and most strict supervision as to  
food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (i.e. Sui An and Sui Tai) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.

Cable Address: "BOAVISTA."

For Terms, apply to THE MANAGER.

[a1623]

THE GRAND HOTEL

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

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and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBAILLE, Proprietor.

M. MAILLE

[a6]

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By Royal Appointment.

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LAGAVULIN DISTILLERY, ISLAY.

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Quality  
the Secret of  
Success.

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NOTE—Any persons proved guilty of refilling our empty bottles with inferior Whisky  
will be refused supplies. [a34]

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STEAM NAVIGATION CO.

S. S. "MACEDONIA."

(10,500 TONS.)

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VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910.  
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - APRIL 16TH.  
LONDON - - - APRIL 23RD.

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1ST SALOON £71.10 SINGLE, £106.14 RETURN.

2ND " £18.8 " £7.12 "

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E. A. HEWETT,

SUPERINTENDENT.

[1075]

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AMMONIAFOR THE BATH, TOILET AND  
HOUSEHOLD.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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SOAP for  
PRICKLY HEATContaining:  
ABNICA, CAMPHOR,  
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CARBOLIC ACIDA. S. WATSON & CO.  
LIMITED,THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

[29]

NOTICE TO CORRESPONDENTS.  
ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No unprinted signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, AUGUST 24TH 1909.

Two letters appeared in the Daily Press last week concerning the lack of educational facilities at the Peak, and surprise has been expressed to us that there have not been a dozen or a score of letters endorsing the suggestion that the Government should establish at the Peak a Kindergarten School. An elementary school of some kind has long been needed at the Peak, and a school on the Kindergarten system seems well calculated to meet the special need of the district. We do not know what the juvenile population of the Peak actually is, but we are probably not far wrong in estimating that a Kindergarten school could count upon an attendance of at least forty children under the age of nine. The lack of educational facilities in the district certainly is not creditable to the Government of the Colony. Perhaps it is true, as one of our correspondents suggested, that the responsible authorities have hitherto assumed that "all Peak residents are wealthy taipans and can afford to provide private tuition for their children," but we can hardly believe that the Government actually need the assurance that such is not the case. That the authorities recognise to some extent that there is a juvenile population at the Peak which ought to be at school was evidenced by the fact that only last year the Inspector of Schools publicly appealed to parents on the Peak to send their children to the British School at Kowloon! We cannot suppose that Mr. WOLFE, who was then filling that

position, had given a moment's previous consideration to the suggestion. Parents at the Peak can hardly be seriously expected to send their young offspring an hour's journey to a school. Apart from considerations of cost in tram and ferry fare and for rickshaws or chairs, the suggestion that young children should be required to make such a journey is too unreasonable to appeal to any parent. A school is needed on the Peak, and it certainly would not severely tax the resources of the Government to provide it. No costly school building is necessary; the accommodation required could be provided at very small expenditure, and it is believed that the running expenses of the school would be met very largely, if not entirely, out of the school fees. In a changing community like ours the provision of educational facilities is essentially a matter for the Government and not for private enterprise. Under Government control the continuity of the school would be assured, and it is desirable in other respects that it should be under the aegis of the Director of Education.

Our correspondent "Children's Friend" emphasised in his letter the fact that to teach the Kindergarten system properly it is essential that a certificated mistress be employed, and anyone who knows how widely the method of teaching in Kindergarten schools differs from the methods which obtain in the ordinary elementary schools will at once recognise the value of that suggestion. For the information of those whose ideas of the system may be vague, we may explain that the Kindergarten School carries out Locke's idea that "all the plays and diversions of children should be directed towards good and useful habits, or else they will introduce evil ones." It is frequently spoken of the FROEBEL system, for it was FROEBEL who reduced these ideas to a system. Our correspondent spoke of the system as one for developing the faculties through play. It is now admitted to be the most attractive and philosophical form of infant development the world has ever seen. Children are taught not what to think, but how to think. Much care is given to the training of the senses, especially those of sight, sound and touch. Intuition is recognised as the true basis of knowledge, and those who have seen the system properly taught will endorse FROEBEL's dictum that something is done for children which even the ideal mother in the ideal family could not do. Play, the child's chief employment, is so organised for them as to draw out their capacities of feeling and thinking and even of inventing and creating, and it is all done in such a way that young children from the age of three upwards enter into these playful occupations with the keenest delight, and obviously to their lasting benefit. The suggestion that a school of this character should be established at the Peak is, we know, generally endorsed by parents living in that district, and we trust the suggestion which has been put forward will receive the prompt and favourable consideration of the Government.

Only one case of plague was reported in the Colony last week.

At the Magistracy yesterday four Chinese were fined \$100 each for making fast their sampans to the a.s. *Ithaka* while she was under weigh in the harbour.A passenger on the steamer *Hoi Tong* while asleep in a cabin on the way down from Canton had his basket containing a quantity of clothing valued at \$30, stolen from his side.

A Chinese who failed to stop when hailed by the water police and who threw coal overboard from his sampan in order to avoid arrest was at the Magistracy on Monday fined \$50.

Sanitary Inspector Readie reports to the police that the brass fittings have been stolen from a water cart belonging to the Sanitary Department at the foot of Pottinger Street.

The Directors of the Whampoa Conservancy Board have decided to recommend to the Viceroy of the Liang-chiang Provinces that the agreement of Mr. de Bijke, the engineer-in-chief of the Board since its establishment three years ago, be renewed for another year.

The Full Court yesterday reversed the decision given by the Chief Justice in December last in the action brought by Messrs. S. J. David and Company against their Comprador for the recovery of \$648,816, damages due under agreement. The decision of the Full Court was in favour of the firm, with costs in the Court below and on the appeal.

Hankow is developing a business in frozen pigs, and Tientsin a business in frozen cattle. Large purchases of cattle are being made in the Chili and adjoining provinces. They are shipped from Tientsin to Chinwangtao, where they are killed, their carcasses frozen and then shipped under contract to Vladivostok. This new business, it is said, promises to grow into one of very large proportions.

The English Mail of the 24th July was delivered in London on the 21st inst.

H. B. M.'s Consul at Batavia has informed the Government by telegram that quarantine against Hongkong in Netherlands India has been removed. We have also received an intimation from Mr. de Rous, the Consul-General for the Netherlands at Hongkong, to the same effect.

A Grand International Race Meeting will take place at Vladivostok, under the auspices of the Primorsky Race Club, on September 5, 8, 12, 15, 18 and 29, when some 180 specially imported horses will compete, including eighty-seven Japanese imported and country-bred racehorses. There will be eight flat races and one trotting race each day. During the Race Meeting all foreign hotels in Vladivostok will make a 25 per cent. reduction on the usual tariff rates.

All those who had anything to do with the building, fitting or launching of the large motor boat *Tien Ma* will be pleased to learn that she has more than fulfilled expectations on the run from Wuchow to Nanning. On the trial trip of the vessel in the harbour it was mentioned that this run would be accomplished in seven days, but news has just been received here from Mr. Banker, the owner of the vessel, that on her maiden trip the *Tien Ma* completed the voyage in four days.Reports which have reached Shanghai, says the *Mercury*, point to the conclusion that almost an epidemic of illness has broken out among the children holidaying at Weisaiwei. Neither the cause nor the nature of the sickness which is prevalent has transpired, but it is reported that several of the children of Shanghai residents are ill, one or two said to be dangerously so. The death of a child is also announced, and generally speaking, as far as juveniles are concerned, the present season seems to be stamped with misfortune.

Cleanliness is not always next to godliness. At 21, Elgin Street, where lived some of the Registrar-General's staff and several schoolboys, washing the floors was carried out the other day with the result that water passed through the floor down into the grocer's shop beneath. As it destroyed some of the grocer's stock he became very wroth, and going upstairs found one of the boys, whom he promptly laid out. The boy was sent to the hospital and on his discharge the master came before the Magistrate yesterday, who imposed a fine of four dollars on the grocer for the assault.

It is reported in the Chinese press that Portugal has lately passed a new Extradition Act providing that no Chinese fugitive criminal in Macao shall be extradited unless his crime is proved by eight witnesses. The Acting Viceroy of the Liang-chiang Provinces has requested the Chinese Ministers to France, Spain and Portugal to demand the repeal of this law, on the ground that having regard to the fact that Macao is so close to Hongkong and the neighbouring districts many Chinese criminals have from time to time taken refuge in Macao, and the law will constitute a menace to China's internal peace. Moreover, the law is contrary to the treaties between China and Portugal.

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## TELEGRAMS.

[Protected by the Telegraphic Message  
Copyright Ordinance 1894]THE NEW GOVERNOR OF  
NETHERLANDS INDIA.LONDON, August 23rd.  
The appointment of M. Idemburg as Governor-General of Netherlands India is now officially announced. He takes up the post in December.GREAT FLOODS IN  
AUSTRALIA.LONDON, August 23rd.  
Heavy rains have caused the greatest floods which have occurred in Australia during the past forty years. Bridges have been demolished, railways interrupted, and great loss of stock is reported.

## THE CRETAN AFFAIR.

LONDON, August 23rd.  
The Cretan Government has handed to the Consuls a written assurance regarding the hoisting of the Greek flag.

The Consuls have requested certain alterations in the text of the document.

LATER.  
Following the Council of Ministers at Constantinople on Saturday, the Press was officially informed that the Greek reply had been accepted as satisfactory.

## AVIATION WEEK.

LONDON, August 23rd.  
The opening day of the Great Aviation Week at Rheims was marred by wind and rain.

Towards evening the wind dropped and the unprecedented sight was witnessed of nine aeroplanes racing simultaneously.

The honours went to Lefebre on a Wright biplane for speed, stability and dirigibility.

ANOTHER ACCIDENT TO  
WELLMAN'S BALLOON.LONDON, August 23rd.  
The Wellman balloon started for the North Pole and rapidly covered 32 miles, when the machinery broke down.

## THE WASHERMAN.

Gaunt and sanguine!  
Lean and ruddy!  
In his bag he  
Dips to find  
Shirts and "sackless."  
Ladies' "Frocks."  
Nothing shocks his  
Native mind!  
By the water  
(With his daughter),  
Where he's wrought a  
Thousand rents,  
There he swings 'em,  
Wrings 'em, flings 'em!  
And he brings 'em  
One month hence!

—Fochow Echo.

## UNITED STATES AND JAPAN.

## A TREATY DISPUTE.

A question of treaty interpretation has arisen between Japan and the United States.

The Commercial Treaty which became operative in 1899 and was to remain in force for twelve years provides that either high contracting party shall have the right at any time thereafter to give notice of its intention to terminate it, and that at the expiration of twelve months after notice is given the treaty shall terminate.

The question which has arisen is as to the meaning to be placed on the word "thereafter." The Washington Government maintains that notice of termination can only be given after the lapse of twelve years, which would give the treaty a life of thirteen years. The Japanese Government contends that it was clearly the intent of the negotiators that the treaty should be terminable twelve years after it became operative, and this contention is sustained by the fact that all other commercial treaties negotiated at that time run for twelve years, and that a slight change in the wording of the British treaty removes any obscurity and makes it plain that either party could denounce the treaty after eleven years had passed.

The Japanese Government is anxious to abrogate the treaty for two reasons. It is considered to be unduly favourable to the United States, and as the commercial treaties with all the other Great Powers will expire in 1911, Japan wants new treaties to become effective simultaneously. The fact that the treaty is favourable to the United States is the reason why the Washington Government is in no hurry to terminate it, and at present it takes up the position that the treaty will remain in force until 1912.

## COMPANY MEETING.

HONGKONG AND WHAMPoa DOCK  
COMPANY.

The ordinary half-yearly meeting of shareholders in the above Company was held yesterday in the offices at Queen's Building. The Hon. Mr. W. J. Greson presided, and there were also present:—Mr. Paul Chater, Messrs. H. P. White, D. W. Crookshank, W. Helms, J. W. Bandow, E. G. Barrett, S. Silverstone, H. A. Siebs (directors), W. Wilson (Acting General Manager), G. A. Caldwell (Acting Secretary), H. W. Slade, J. W. C. Bonnar, R. Mitchell, A. V. Aucar, J. P. Braga, H. Percy Smith, W. E. Clarke, J. Cox, Edwards, H. G. White, A. Ough, D. Macdonald, E. C. Wilks, T. I. Rose, W. H. Whigham, J. A. Chinoy, Choo Loop Chee, Ho Fook, K. Sayce, Ho Iu, Cheung Pu Kai, N. M. H. Nemazee, and Chan Sui Kui. The Acting Secretary having read the notice convening the meeting,

The CHAIRMAN said—Gentlemen,—The report and accounts having been in your hands for some time, with your permission, I will follow the usual custom and take them as read. Your Directors regret the unsatisfactory result of the six months' working, the profit earned being less than for any period since the latter half of 1899. This unfortunate result may be attributed to the keen competition now experienced, and the consequent narrowing of margins of profit, also to the prevailing depression in the shipping trade. The total tonnage of merchant ships and men-of-war docked during the period under review shows a falling off of some 165,000 tons as against the previous half-year. The net profits for the six months ended 31st June 1909, amount to \$76,609.95, as compared with \$261,961.53 for the previous half-year and \$274,577.68 for the corresponding period of 1908. Including the balance of \$387,078.77 brought forward from last account, and deducting Directors' and Auditors' fees, we have available for appropriation the sum of \$420,162.36, out of which your Directors propose, subject to your approval, to pay a dividend for the half-year of 3 per cent., or \$1.50 per share, absorbing \$75,000.00, and carry forward the balance, \$345,162.36 to new account. Certain instalments having been received on account of work in progress, the item "sundry creditors" is higher by some \$90,000.00 than in the last account, while "sundry debtors" is less by some \$95,000.00. The value of material on hand shows a further reduction of about \$66,000.00. The whole of the Company's buildings, docks and plant have been kept up in a state of thorough working order, and the addition of a few up-to-date machine tools at Kowloon Dock will increase the efficiency of the establishment. It has been necessary to relay the permanent way throughout the yard at Kowloon, substituting heavier rails for those previously in use, which experience proved to be too light; the cost, \$7,853, has been paid for out of revenue. Reorganisation.—Since we last met we have received Mr. Dyer's report and after careful consideration of his recommendations, some progress has been made, which your Directors trust, will in the future result in the more economical working of the Company, and at the same time, by greater efficiency and the adoption of more modern methods in our system of book-keeping and allocation of departmental charges, enable us with greater accuracy to arrive at the actual cost of production of all articles turned out at our works, and thus place us in a better position to compete for all work that may be offered. Mr. Dyer will be able to report on the yard, which we trust he is satisfied, and that you, gentlemen, will approve of our action in this matter. To replace the gentleman just referred to, we have engaged as Chief Manager Mr. Robert Morton Dyer for a period of three years, with our option of renewing for a further two years. Mr. D

## SHIPPING NOTES.

Between Brindisi and Port Said the P. and O. Company carry the mails in two fast twin-screw steamers of modest tonnage, known as the *Iris* and *Oasis*. They were built in 1898. One of them, the *Oasis* has just undergone overhaul at Port Said after having run with unbroken regularity ever since she was put into the service. It is a remarkable testimony to the character of British shipbuilding.

The Board of Posts and Communications has intimated to the China Merchants Steam Navigation Company that in order to increase its business it should enter into contracts with the Chinese Railway Companies to connect its steamers with the Peking-Mukden Railway at Newchwang, the Peking-Kalgan Railway at Tientsin and the Shanghai-Nanking and Peking-Hankow Railway at Shanghai, and should issue through passage tickets and bills of lading at all its offices. This, the Board says, would benefit both the companies and the travelling public. The former will make more profit and the latter will be saved a lot of trouble.

A notable and much respected figure, Mr. James Dixon, underwriter, and chairman of Lloyd's Register of British and Foreign Shipping, died last month at Fevenoska, at the age of 60. Lately Mr. Dixon took a less prominent share in active business, but he had previously been connected with the firm of Harris and Dixon, shipowners and brokers, and he also had interests in collieries and docks. Mr. Dixon was one of the early presidents of the British Chamber of Shipping, with which he maintained his connection until the end, and he was one of the joint managing directors of the British Steamship Investment Trust. He was educated at Eton, and travelled widely, especially in America and the East. At Lloyd's Register Mr. Dixon will probably be best remembered for his conspicuous services in securing the site in Fenchurch-street on which the present fine offices stand. He achieved marked success in the City on his own account and much impressed those with whom he came into contact by the force of a very virile personality.

At the annual meeting of the General Ship-owners' Society (London), Mr. F. H. Pyman, (chairman of the society), who presided, said he was firmly of opinion that there never was any strong reason why freights all round should have fallen so seriously during the last few years as they had done, if it were not for unwise competition among themselves. He believed that their altered methods of conducting shipping business in recent years had largely contributed to the present deplorable condition of affairs. They had got into the habit of taking large contracts for carrying cargoes at cost price, or even less, and they sent ships on long voyages without the ghost of a chance of "making ends meet" at the current homeward freights. Perhaps the strangest fact of all was that, in short sea trades, merchants were able to get all the tonnage they required at rates of freight which, in all probability, would not cover the expenses incurred by owners. It would be much better if they could get back to the old method of chartering their ships out and home before sending them to various distant parts of the world, on trust, so to speak. The time had come, it seemed to him, when they wanted a little more backbone in the shipping community.

At a meeting of the Institution of Mechanical Engineers last month at Liverpool, Mr. A. J. Magnanis said that the advent of the twentieth century had brought great departures from the older system of marine engineering, the leading feature being the introduction of turbines. As a result, he looked forward to great business in the supply of new machinery even for existing steamers, especially as it would not be necessary to replace existing boilers. There was yet no sign that liquid fuel would generally supersede coal, although there was no question that it presented many features to recommend it for marine propulsion. The use of electric power for many purposes on board ship was also largely on the increase. There was no indication that the great horse-power of the *Lusitania* and *Mauretania* would be exceeded or even equalled for some years to come. Mr. Herbert W. Wilson, of Liverpool, stated that at present from 700,000 to 800,000 electrical horse-power was employed in the textile manufacturers of the world, and it was increasing at the rate of 70,000 to 80,000 horse-power per annum.

Underwriters, brokers, and shipowners are largely interested in the principle involved in the *Gunford* decision, given in the Court of Session, Edinburgh. The decision has produced a considerable amount of comment, and it is claimed that it will, if undisturbed, be very prejudicial to the best interests of both shipowners and underwriters. Important points for underwriters are that the sailing ship *Gunford* whilst on a voyage from Hamburg to Santa Rosalia in 1907, was wrecked on the Brazilian coast. As the result of a Board of Trade inquiry the master's certificate was suspended for 12 months, and the Court considered that the insurances were excessive. A large proportion of the underwriters denied liability, and pleaded *inter alia* that there was concealment by the assured of the following material facts—namely, that a captain had been appointed who had not been seen for 22 years and had had his certificate suspended for six months for losing his last ship, and that in addition to insuring a vessel not worth £10,000 for the sum of £18,500, the assured had effected honour or disbursement policies for £11,000, so that a loss would be highly advantageous to him. A prominent London underwriter gave evidence on behalf of the Institute of London Underwriters of the materiality of these facts, but the Judge has

told that the assured was not bound to disclose them, and gave judgment in favour of the assured. The Marine correspondent of the *Times* has been asked to state, for the guidance of shipowners and brokers, that the underwriters of 17 leading insurance companies had during the trial signed a declaration that in their opinion the facts alleged to have been concealed "are very material facts which would influence an underwriter in deciding whether he would accept the risk at all, or, if he did accept the risk, in accepting it at an increased rate." Attention may also be drawn to the fact that the action was defended largely by mutual clubs, which represented an important body of shipowners, so that both the underwriting and shipowning interests are closely concerned.

A number of gentlemen connected with the shipping industry, among whom were Admiral the Hon. Sir E. R. Fremantle, Mr. Shackleton, Mr. Edmund Beresford, Sir Richard Levin, Mr. John O'Connor, M.P., and Mr. Joseph Nolan, M.P., inspected the working of the hydrometer, an instrument of Italian invention for weighing with the utmost accuracy the dead weight placed on board or removed from any ship or barge to which the instrument is fitted. The instrument is based upon the infallible principle that a body floating in a liquid, of whatever density, displaces a quantity of that liquid exactly equal to its own weight, and by its application the vessel is transformed into a gigantic weighbridge or weighing machine. The advantages of the instrument are that the cargo is accurately weighed in one operation, and that the loading and discharging can be carried out with much greater rapidity, resulting in the reduction if not complete avoidance of demurrage. The demonstration took place on a 200-ton barge at the Temple Pier, London.

## THE NEXT CARNIVAL AT MANILA.

Mr. C. W. Rosenstock, a member of the Committee on Publicity of the Philippine Carnival Association, arrived in Hongkong on the *Mongolia*, and had no sooner got ashore than he began his work of interesting people in the next Carnival which is to be held in Manila next February.

While the date for the opening of the carnival is still somewhat distant, the people of Manila are not delaying the work of getting outsiders interested in their big festival. We have received reports from time to time of what the Carnival Association intend to accomplish during the next festa, but had no idea of the magnitude of the undertaking until we had a few minutes' conversation with Mr. Rosenstock. He informed us that the forthcoming carnival would far eclipse anything attempted in that line in the past, and when the fact is considered that never in this part of the world has anything like the former carnivals in Manila been approached, it will be seen that this means a great deal. Dozens of features, which will be entirely new, will be seen at next year's carnival, and we are assured that those who are so fortunate as to be present will be given a treat that they will not soon forget.

Many visitors were present at the last two carnivals in Manila and not one went away with any but feelings of the deepest gratitude toward Manila for the enjoyment afforded them. This year it is expected to have several thousand people from the China coast, Japan, the United States, Hawaii and Australia in Manila during the carnival season. The committee on entertainment is already making plans to accommodate this influx of visitors. Arrangements are now being made with the steamship companies to give special low rates to Manila during the carnival season, and it is expected that many people from this Colony will be among those who will be present during the gain season. Mr. Rosenstock will be in Hongkong for several days, and will be pleased to give full and detailed information regarding the carnival to all those who desire it.

## THE QUESTION OF RAILWAY STATIONS.

## THE TIENTSIN-FUKOW LINE.

On the occasion of the retirement of Li Te-shui, the director of the Northern part of the Tientsin-Fukow Railway, it was asserted that he had endeavoured to cause the railway station at Tientsin to be constructed partly in German, partly on English territory, nevertheless, during the course of the whole negotiations, which were conducted with full publicity neither from the German nor from the English side were offers or promises of any kind made to the Chinese negotiators nor to any other Chinese officials.

In the further course of negotiations the Chinese Government, quite according to European custom and with full publicity demanded from both of the concessions a subsidy towards the expenses of building the railway, which subsidy was quoted at such a high figure that negotiations had to be given up as hopeless.

When finally the site for the projected station was selected at a spot far removed from the European settlements (which caused these settlements to take no further interest in the matter) a Chinese syndicate, knowing how matters stood, bought up large quantities of land near the spot chosen, as a speculation. The German and English communities were neither directly nor indirectly concerned in this matter.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Chamois Charmant. Lait Chamois and Special Skin Tonic and Pond's Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. (453)

## SUPREME COURT.

Monday, 23rd August.

## IN APPELLATE JURISDICTION.

## BEFORE THE FULL COURT.

## A COMPRODOR'S LIABILITY.

The Full Court yesterday delivered its decision against the appeal from the judgment of the Chief Justice in the action in which Messrs. S. J. David and Co. sued their comprador, Chan Ut Chiu, claiming \$648,815.57, said to be under a comprador's agreement. There was a counterclaim by the defendant for \$55,000 which was deposited under the agreement.

Mr. MacNeil and Mr. G. C. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) appeared for the appellants (plaintiffs), and Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Evans and Harton) represented the respondent.

The Chief Justice, in the course of a judgment which took three-quarters of an hour to deliver, after dealing with the arguments of counsel and the authorities quoted, said he was of opinion that there was here a clear statement, made by both parties to the deed, that when a demand was made, the fact of making the demand created the obligation to pay. It was not necessary to go to the extent of saying that the words "money owing" operated as a mortgage covenant to pay; it was sufficient to say that they were a statement of fact that the money was in fact owing, and being made in a deed the fact could not be denied. Having arrived at this conclusion it was not necessary to examine the interesting argument based on his decisions, as to the way in which the intention of the parties to a contract was to be ascertained. It would be convenient if he summarised the result of this judgment. First, so far as the mortgage was concerned: There was no personal covenant to pay Chinese losses. There was not sufficient evidence of any agreement outside the mortgage to pay these losses, either from the recitals of the mortgage or *alibiante*. The mortgage itself did not imply the existence of such an agreement or liability. The provisions for redemption could not be construed into covenants to pay the Chinese losses, although they were referred to in one of the covenants. There was no undertaking to pay the Chinese losses in the agreement. There was, however, a clause in the mortgage which said that demands might be made by the firm for the amount of the Chinese losses, whereupon the proviso for redemption operated, and if the amount was not paid the security was forfeit. In this clause there was a statement that the money demanded should be due and owing in virtue of the demand. His Lordship was doubtful whether he could hold that this itself was an admission that the monies were due and owing, even applying the law that a statement made by a party to a deed binds him. But in the agreement there was a clause which manifestly referred to this clause in the mortgage as a security, and if a security, then a security for the amount owing. There was, therefore, a statement in the deed that the monies demanded were owing in virtue of the demand; they could not be owing except by the person who was called upon to pay the money by the demand. This reference to the admission in the deed, although it was made in a document which was not itself a deed, showed clearly, if the mortgage did not itself show it, that the intention of the parties to the deed was that the mortgage was a security for the payment by the comprador of monies so demanded by the firm, and so owing by the comprador, on the strength of which another and further security in cash was given by the agreement. His Lordship was, therefore, of the opinion that the judgment in the Court below should be reversed, and that judgment be entered for the plaintiff with costs of the Court below and of

might be a very much larger amount than the property was worth. It might be said that the principle—that money might be owing from a man without his being under any personal liability to pay it, was unknown to the law. The answer was that it was not sufficient to look at the mortgage deed alone, because that document did not and was never intended to set out the whole agreement arrived at by the parties on January 30th, 1902. It is and was intended by the parties to be incomplete if read by itself. If the mortgage stood by itself, the absence of a personal covenant was in itself so significant a feature that the mere fact that money was stated to be owing on demand would, he thought, rebut any presumption of personal liability. But one could not, in documents so mutually connected as this mortgage and this agreement, take first one and construe it independently, and then proceed to interpret the second separately as if each were executed as an isolated transaction. The meaning of the parties could only be given effect to if the two documents were taken as a whole, one completing the other. When his Lordship found a man saying in a document that money may be owing on demand made on him in writing, and saying in another document of even date, and to be read conjunctively with the first, that he would pay monies owing from him under the first document, then he felt obliged to conclude that the second statement related to the first, and to show how that first must be interpreted. He thought then that although in this case it was accurate to say that the comprador was not personally liable under the mortgage alone, yet we must also say that, as it clearly did not stand alone, he had declared that under it there might be monies owing from him on demand, and that he had under the agreement which completed the mortgage, expressly recognised that money might be owing. He had, then, made a deposit as security for any monies that might be owing, and further expressly undertaken an unlimited personal liability in respect of them. His Lordship thought that the appeal must succeed with costs here, and in the Court below.

Mr. Alabaster moved for judgment for plaintiffs for the amount endorsed on the writ.

The Chief Justice—Are not there some accountants?

Mr. Slade—Yes, but this is quite preliminary.

There are a dozen or two more defences. This is only a preliminary answer.

The Chief Justice—It is a canter right round the course.

Mr. Slade—Your Lordships decide that there is an unlimited liability upon the mortgage for whatever may be due?

The Chief Justice—Yes, on the accounts. We had better say that the judgment in the Court below be reversed with costs here and in the Court below.

Mr. Slade applied for a stay of execution for fortnight, which was granted.

## IN ORIGINAL JURISDICTION.

## ACTION FOR CRIMINAL CONVERSATION.

The action between Captain J. A. Mitchell, of the Indo-China Steam Navigation Company, and John Lennan, architect, came on for hearing before his Honour the Chief Justice and a special jury composed of Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellim, M. S. Slesso, M. S. Northcote, G. C. Moxon and E. H. Hinds.

Mr. Ho Fook was the first juror called, but he was excused from the service by the plaintiff on the strength of his being a foreigner. The other jurors were Mr. J. T. Douglas, Mr. P. M. Hodson, Mr. J. Scott Harston, Mr. J. W. Bolles, Mr. E. Shellim, M. S. Slesso, M. S. Northcote, G. C. Moxon and E. H. Hinds.

Mr. Ho Fook was the first juror called, but he was excused from the service by the plaintiff on the strength of his being a foreigner.

Plaintiff claimed from the defendant \$15,000 as general moral damages, and \$17,187.23 as special damages for money paid and payable in connection with divorce proceedings in Edinburgh.

Sir Henry Berkeley, instructed by Mr. H. J. Gedge (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, while defendant was represented by Mr. M. W. Slade, who was instructed by Mr. P. M. Hodson (of Messrs. Evans and Harton).

Sir Henry Berkeley opened by reading the pleading of the plaintiff.

The statement of claim showed that the plaintiff was a bankrupt and master mariner in the employ of the Indo-China Steam Navigation Co., Ltd., who carry on business at Hongkong. The defendant was at present absent from the Colony, but carried on business as an architect at 64, Queen's Road Central. At the time and place hereinafter mentioned the defendant unlawfully debauched and carnally knew one, Henriette Maud Mitchell, then being plaintiff's wife and bearing his name: (a) On different occasions in the months of February, March, June, July and August, 1899, at No. 4 and also at No. 8, Granville Avenue, Kowloon, during the absence of the plaintiff from the Colony; (b) On occasions during a period extending from January, 1901, to September, 1902, inclusive, at No. 6, Rose Terrace, Kowloon; (c) On the 12th and 13th October, 1904, at the Boe Vista Hotel, Macao; (d) On the 11th and 12th December at the Boe Vista Hotel; (e) On occasions in the months of April, May, June, July, August, September and October, 1905, at Bran Bungalow, otherwise known as Cherub Villa Observatory Road, Kowloon. In consequence of the said misconduct of his wife with the defendant, the plaintiff on November 7th obtained a decree of divorce from the first division of the Court of Session, Edinburgh. The costs and expenses which the plaintiff had paid or become liable to pay amounted to £4,359.14, and particulars of the special damage were set out.

At this stage Sir Henry Berkeley stopped reading to inform the Court that the amount paid by the plaintiff to Messrs. Deacon, Looker and Deacon, \$2,828.00, had been omitted, and he asked permission to add it to the claim.

Mr. Slade stated that as there was an application for amendment he would ask that the claim be amended by striking out a very substantial amount. There was much that could not be recovered in this action.

His Lordship thought the best thing would be to treat the question as a question of law.

Mr. Slade asked for particulars as to how the \$2,000 odd plaintiff now wished to add to his claim was made up.

Sir Henry Berkeley said it was costs paid to

Messrs. Deacon, Looker and Deacon in respect of the Scotch divorce. Counsel then concluded reading the statement of claim, which stated that the plaintiff claimed for damages for the misconduct of the defendant with Henriette Maud Mitchell \$15,000, and special damages for money paid and payable in connection with the Edinburgh divorce proceedings, \$17,187.23.

In the statement of defence the defendant denied unlawfully debauching and carnally knowing at any time the plaintiff's wife. He was not a party to any divorce proceedings commenced by the plaintiff, and was in no way bound by any decree made in such proceedings. He did not admit that the plaintiff became liable to pay the costs of or incidental to any such proceedings.

Counsel then proceeded to tell the jury that the facts in the statement of claim form part of the defence.

At the same time the defendant denied unlawfully debauching and carnally knowing at any time the plaintiff's wife. He was not a party to any divorce proceedings commenced by the plaintiff, and was in no way bound by any decree made in such proceedings.

His Lordship thought the best thing would be to treat the question as a question of law.

Mr. Slade asked for particulars as to how the claim was made up.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special Business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press Codes: A.B.C.

6th Eu-Liber's.

P.C. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be payable at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager,  
Hongkong, 21st August, 1909. [1100]

E. J. S. R.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TO-MORROW (WEDNESDAY),

the 25th August, 1909, at 10 A.M., at Army

Ordnance Stores, Queen's Road Estate,

THE FOLLOWING GOVERNMENT STORES

At the Arsenal Yard:-

IRON BEDSTEADS, LAMPS TRADING, LAMPS & GNALE, BERNFIELD FILTERS, PUNKAH, LAMPS, EARTHENWARE FILTERS, BRASS, CUPRONICKEL, GUN METAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARRED and PLAIN CANVAS, ROPE, DOOSOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.

ALSO

A QUANTITY OF PART-WORN CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneer.

TERMS OF SALE:- Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 24th August, 1909. [1104]

"SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns where they will be examined at 9.30 A.M., on the 28th inst. No Claims will be admitted after delivery of goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional goods will be landed here unless instructions are given to the contrary before To-day.

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 23rd August, 1909. [1102]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

## NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 30th inst., at 9.30 A.M.

All claims must reach us before the 4th Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,

Agents.

Hongkong, 23rd August, 1909. [1104]

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILSIA"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th Inst. will be subject to rent.

Bills of Lading will be countersigned by Sander, Wieland & Co., Agents.

Hongkong, 23rd August, 1909. [1102]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1909, at the Rate of TWO POUNDS STERLING per Share of \$125 is payable on and after MONDAY, the 23rd August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

J. R. M. SMITH,  
Chief Manager,  
Hongkong, 21st August, 1909. [1100]

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the Six Months ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be payable at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors,  
GEO. A. CALDWELL,  
Acting Secretary.

Hongkong, 24th August, 1909. [1103]

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have this Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers,  
Hongkong, 13th August, 1909. [1094]

NOTICE.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 21st September, 1905. [504]

SUTTON'S SEEDS  
Special Selected Collections  
for this Climate.

VEGETABLES AND FLOWERS  
IN AIR-TIGHT CASES.  
To be obtained from

CHINA EXPRESS CO.,  
Telephone 668. 3, Duddell Street. [50]

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSSSEN & CO.  
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bore and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to SSSG. at \$6.37 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

W.M. SCHMIDT & CO.,  
Hongkong, 26th October, 1906. [523]

GENTLEMEN, WE HAVE  
SOMETHING TO SUIT  
YOU!

JUST UNPACKED.  
A Fine Stock of  
GENTLEMEN'S 1/4 HOSE (SOCKS).  
Assorted Sheds and Designs  
Black, Tan, Striped, Checks, Lisle and Silk  
Lisle, Double Heel and Toe, Plain  
and Lace Worked.  
Warranted Fast Colours.

Guaranteed Stainless  
HOOSAIN-ALI & CO.  
Hongkong, 3rd August, 1909. [41]

GRACA, & CO.

(Established 1896).

No. 27 DES VŒUX ROAD.  
Dealers in  
POSTAGE STAMPS

AND  
VIEW POST CARDS.

Just Received a Selection of  
SEINF'S ILLUSTRATED

POSTAGE STAMP ALBUMS.  
Latest Edition, from \$1.75 to \$16 Each.  
Inspection Invited.

SINGON & CO.

IRON, STEEL, METAL and HARD-  
WARE MERCHANTS. Wholesale and  
Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shopkeepers. Nos. 35 & 37, HING  
LOONG STREET, (2nd Street, west of Central  
Market) Telephone No. 515. [523]

JUST LANDED  
A LARGE ASSORTMENT OF  
LADIES' & GENTS' BOOTS  
& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CATHAY."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 30th inst., at 9.30 A.M.

All claims must reach us before the 4th Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,

Agents.

Hongkong, 23rd August, 1909. [1104]

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILSIA"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before NOON on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th Inst. will be subject to rent.

Bills of Lading will be countersigned by the undersigned.

Sander, Wieland & Co.,

Agents.

Hongkong, 23rd August, 1909. [1102]

## INTIMATIONS

HONGKONG JOCKEY CLUB

NOTICE.

MEMBERS wishing to put down for Subscription Griffins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 28th July, 1909. [1014]

MESS AT PEAK.

THERE will to a VACANCY, One or Two Men, from 1st September. Well Furnished House, Park, Good Cook. Apply, in confidence, ALPHA,  
Care of "Daily Press" Office.  
Hongkong, 19th August, 1909. [1093]

# PREMIUM BONDS

WE are the largest Dealer in the world in these attractive securities.  
WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

## EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

## SUPREME COURT.

(Continued from page 3.)

1899, accompanied by her little daughter, who was some eight, nine or ten years old at that time. By the same steamer, the *Guthrie*, by which she travelled to Hongkong, the defendant, John Lemm, also travelled. He was accompanied by his wife, who at that time was a great invalid, and who shortly afterwards returned to Australia and unhappily died. Mr. Lemm married again. The acquaintance thus formed between Mr. Lemm and Mrs. Mitchell on the *Guthrie* lasted for something like six years, ripened into an intimacy which ultimately resulted in criminal intercourse taking place between them on several occasions while Captain Mitchell was away at sea with his ship in the performance of his duty. Mrs. Mitchell was an Australian, and Mr. Lemm, Counsel understood, was also an Australian. On Captain Mitchell's arrival here Mrs. Mitchell introduced Mr. Lemm to him, and the Captain received Mr. Lemm as a friend of his wife's, opened his house to him, and extended the hospitality which he would extend to any friend of his wife's. In return for that confidence and hospitality Mr. Lemm had inflicted wrongs upon Captain Mitchell of which the latter complained now. Counsel said he would offer evidence of acts by which the jury would be bound to draw the inference that the parties took the opportunity offered them to do the acts of adultery charged against them. He should have, in order to bring home the charge to the defendant, to call the servants. That was a distasteful thing to have to do, but in this case it was almost unavoidable. Europeans living in the neighbourhood at the time would also be called to give their testimony. Counsel said he would call evidence to show that Mrs. Mitchell decided to form a gentlemen's mess in her house, and this was done without the knowledge of Captain Mitchell. He would prove that while Mr. Watkins and another member of the mess only had meals at the house, Mr. Lemm not only had his meals there, but slept there night after night during the time Captain Mitchell was away. He would also prove that while Mr. Lemm was in the house at night the only other occupants, barring the servants, were Mrs. Mitchell and her young child. From that fact he would ask the jury as reasonable men to draw the conclusion that adultery was committed by his parties. When Captain Mitchell returned home he was informed by his wife that she had formed a gentlemen's mess. He strongly disapproved of it and requested her to stop it. It would be proved that Mrs. Mitchell never told her husband that Mr. Lemm slept at the house; that she kept it as a secret from him, and that he never heard of it until some three or four years afterwards. Counsel then proceeded to ask the jury for substantial damages.

His Lordship—It is attorney-out-of-order to discuss damages with the jury.

Sir Henry Berkeley—I have the right to ask the jury to give such a sum.

His Lordship said that Counsel could say no more than ask for heavy damages.

Sir Henry Berkeley—I must tell the jury they should give me heavy damages.

His Lordship—You cannot say because the plaintiff is bankrupt that he must get heavy damages.

Sir Henry Berkeley—I can ask them to give me such an amount of general damages as will relieve him from financial difficulty for the future.

Mr. Slade—Set him up for life!

Sir Henry Berkeley—No, not to set him up for life. But the jury are entitled to give a man such damages as they think fit and right, and I can ask them to give the plaintiff such damages as will prevent him from lying under financial difficulties for years to come on account of the proceedings he had to take.

His Lordship—The utmost the jury can do, if they find the case is exceedingly bad, is to give vindictive damages.

Sir Henry Berkeley said he would ask them to give vindictive damages to mark their sense of the gravity of the offence committed by the defendant.

After this, Mr. Mitchell, examined by Sir Henry Berkeley, said he did not know that the defendant was occupying a room in his house when the mess arrangements were in progress. If he had known of it he certainly would not have approved of it. He remembered the month of May, because it was then he was appointed master of the *Fuscia*. He went to Moji from Hongkong and returned about the month of June. He found his wife was not at home and he sent the boy to look for her. He came back and said Mrs. Mitchell was at No. 8, Granville Avenue. Witness was away from June till August, 1899, and his wife shortly afterwards went to Australia, returning in 1900. In July of that year he got back from Java two days before schedule time, and at the night was he and his wife retired about nine o'clock. About half an hour later a ricksha came to the door and someone got out of it, whereupon Mrs. Mitchell became excited and said that someone had stopped at their door. Witness remarked that surely no one would come to their house at that hour, especially as it was raining. The bell was rung, and the boy went to the door. Witness heard the boy say to Mrs. Mitchell, "master have come." She turned to witness and said, "Oh, yes, sir. I know he has come to pay you a visit." Mr. Lemm remarked that having seen the captain's boat at the anchorage, he had called to see him. Witness remarked that his boat was not anchored at the Jardine buoy, so he did not know how Lemm had seen it. Lemm replied that he could not remember at which buoy he had noticed the

steamer, but he had seen it somewhere. On witness asking why Lemm had paid off his ricksha coolie, Lemm said he did not like to have him standing in the rain. Lemm did not remain long in the house on that occasion, and when Lemm left witness spoke seriously to his wife about it. He did not say anything to Lemm because of his child and because his wife protested her innocence. In September, 1900, his wife went to live at Rose Terrace, witness being then sent to England, to bring out the *Choyang*, returning in September. Next month he went on a coasting cruise and was absent for three and a half months. When he got back his wife was ill and on the advice of Dr. Jordan he sent her to Chefoo. He knew the second Mrs. Lemm, whom he met while Mrs. Mitchell was away. She was in great grief and made a statement to him and showed him a letter. In consequence of what he was told and what he read he wrote to Mr. Lemm stating that he wished Mr. Lemm to understand that in future they were strangers. He also wrote to his wife. In May, 1904, Mrs. Mitchell came back from Chefoo, but he did not see her. He had not spoken to his wife since he wrote to her, although he had seen her in the street and other places and also in company with Mr. Lemm. He remembered going to Macao in November, 1904, and inspected the hotel register. He saw a certain entry and when he took divorce proceedings he obtained the leaf of the register, Divorce was pronounced. Up to the time he broke off communications with his wife he was on most affectionate terms with her. He brought an action against Mr. Lemm for damages, but owing to ineffective legalisation the case was dismissed. Effective legislation had now come into force and that was the reason he took the present proceedings. He had been able to pay the costs of the divorce proceedings, and he was practically a bankrupt, his bankruptcy being brought about by the liabilities which he had incurred during those proceedings.

Cross-examined by Mr. Slade—His wife was thirty-five years old when she came to the Colony.

Were you on friendly terms with Mr. Lemm up to 1904?—I was never intimately friendly with him, because I did not like the man.

But your terms of friendliness were sufficiently intimate to allow you to ask a favour of him?

—No, I never did. I would not like to put myself under an obligation to him. I may have done so during the earlier stages of our acquaintance, but I do not remember.

Witness was then asked if he had any political or diplomatic factors either in the East or in the West likely to give rise to any trouble. Nor is there any visible indication of an economic change abroad. Hence the rates of interest have been lowered.—*Japan Chronicle*.

A well-grown girl?—Yes. Nice looking girl, eh?—Oh, that is a matter of opinion.

I want yours?—Yes, fairly good looking—can pass.

The case was adjourned until to-day.

## NOTICES TO CONSIGNEES

### NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DEVANIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex.s.s. "Morea."

From Calcutta, ex.s.s. "Palawan."

From Persian Gulf, or B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 12th August, 1909.

FROM EUROPE.

### THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 18th August, 1909.

S.S. "AUSTRALIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Verbekeboom" in connection with above Steamer are hereby informed that their goods are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 23rd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPORIN,

Agent.

Hongkong, 17th August, 1909.

TOYO KISEN KAISHA.

### NOTICE TO CONSIGNEES

#### THE Steamship

"AMERICA MARU,"

having arrived, Consignees of Cargo are hereby informed to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, the 24th August, 1909, at 4 p.m. will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

No Cargo undelivered MONDAY, the 30th August, 1909, at NOON, will be subject to rent.

All claims must be sent in to me on or before the 25th inst., or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 27th inst., at 10 A.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,

Agent.

Hongkong, 17th August, 1909.

NOTICE TO CONSIGNEES

### THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All Claims must reach us before the 31st inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 20th August, 1909.

## SHIPPING.

## ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 22nd August - Shanghai 19th Aug., General - Butterfield & Swire.  
BOSHU MARU, Japanese str., 3,506, Y. Yatsuyama, 23rd August - Moji 18th August, Coal - Mitsubishi Bussan Kaisha.  
CATHAY, Danish str., 2,649, Krusina, 23rd August - Singapore 17th August, General Melchers & Co.  
HANYANG, British str., 1,270, Trobridge, 23rd August - Moji 15th August, Coal - Butterfield & Swire.  
ITHAKA, German str., 1,446, W. Wogeler, 22nd August - Hongkong 20th August, Coal - Hamburg-Amerika Line.  
KNIVSBERG, German str., 623, Niujahr, 23rd Aug. - Haiphong and Hoioung 22nd Aug., General - Jeth & Co.  
LARBERTS, British str., 2,904, H. Evans, 22nd August - Yokohama 19th August, General - Butterfield & Swire.  
MACHAON, British str., 4,276, G. J. Long, 22nd Aug. - Liverpool via Singapore 17th July, General - Butterfield & Swire.  
MEIFOO, Chinese str., 1,374, L. McArthur, 23rd August - Shanghai 20th August, General - C. M. S. N. Co.  
QUINTA, German str., 987, F. Frahm, 23rd August - Sonsubay 11th August, Sugar - Java-China Japan Line.  
SILENA, Austrian str., 3,539, Radonicich, 22nd August - Japan and Shanghai 19th Aug., General Smidler, Wieser & Co.  
TENTO MARU, Japanese str., 7,665, Ernest Bent, 23rd August - San Francisco 27th July, Mail and General - Toyo Kisen Kisha.  
THORBRIS, Norwegian str., 1,191, Jorgensen, 23rd August - Bangkok 15th and Swatow 22nd August, Rice - Kin Ty Loong.  
WONGKOK, German str., 1,115, W. Reher, 22nd August - Bangkok and Swatow 14th Aug., Rice & - North German Lloyd.  
ZAPERO, British str., 1,629, R. Rodger, 23rd August - Manila 21st August, Hemp and General - Shevra, Tomes & Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

Anhui, British str., for Canton.  
Cura Jaben, German str., for Hongkong.  
Flintshire, British str., for Shanghai.  
Hilary, German str., for Tsingtao.  
Kinchang, British str., for Canton.  
Macraon, British str., for Shanghai.  
Paoing, British str., for Hoioung.  
Sosha Maru, Jap. str., for Swatow.

## DEPARTURES.

23rd August.  
Huichow, British str., for Canton.  
Ithaka, German str., for Canton.  
Rubi, British str., for Manila.

SHIPPING REPORTS.  
The British str. *Lacres* reports: Moderate S.W. wind, clear weather and smooth sea.

## VESSELS IN DOCK.

August 23rd.

ABERDEEN DOCK -  
KOWLOON DOCK -  
Herman, Mathew, Hulding  
COSMOPOLITAN DOCK - Kield.

TAIKOO DOCK -  
Foothills, Cheshire, Aymeric.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at QUEENSLAND PORTS, and taking through CHILOE to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"ALDENHAM,"  
Captain St. John George, will be despatched as above TO-DAY, the 24th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd August, 1909. [1050]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUEZ AND PORT SAID.

Taking cargo at through rates to the BRAZIL,  
RED SEA, BLACK SEA, LEVANT, VENICE  
and ADRIATIC PORTS.

THE Company's Steamship

"SILESIA,"  
Captain Radonicich, will be despatched as above on or about the 25th August.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to  
SANDER, WIELER & Co., Agents.

Princes' Building.  
Hongkong, 30th July, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.

THE Steamship

"CAEMARTHENSHIRE"  
Captain Daniel, will be despatched as above on or about the 25th instant.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £3.50.

For further Particulars, apply to  
JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd August, 1909. [1032]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H" midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & ANTWERP	CAEMARTHENSHIRE	Brit. str.	-	Daniel	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
LONDON & ANTWERP via SINGAPORE, &c.	STRIA	Brit. str.	-	D. C. Gregor, R.N.E.	P. & O. S. N. Co.	About 25th inst.
LONDON &c. via SEVEN PORTS OF CALL.	DEVANHA	Brit. str.	k. w.	H. Powell, R.N.E.	HAMBURG-AMERIKA LINER	On 4th Sept., at Noon.
ANTWERP, ROTTERDAM & HAMBURG &c.	DOETMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINER	About middle of Sept.
HAMBURG via STRAITS, &c.	PRINZ WALEDMAR	Ger. str.	k. w.	Wegner	HAMBURG-AMERIKA LINER	About Middle of Oct.
HAVRE, BREMEN & HAMBURG, &c.	ALANDUSIA	Ger. str.	k. w.	Block	HAMBURG-AMERIKA LINER	On 27th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEPIA	Ger. str.	k. w.	Ing. em.	JARDINE, MATHESON & Co., Ltd.	On 14th Sept.
MARSEILLES, LONDON & LEITH	CARAVANSHIRE	Brit. str.	-	Charbonnel	MESSAGERIES MARITIMES	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TONKIN	French str.	-	C. H. Butler	NIPPON YUNEN KAISHA	On 31st inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAMBA MARU	Jap. str.	k. w.	Babel	HAMBURG-AMERIKA LINER	On 1st Sept., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SAXONIA	Jap. str.	k. w.	R. Takeda	NIPPON YUNEN KAISHA	On 15th Sept., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANABA MARU	Jap. str.	k. w.	Dalmat	MELCHERS & Co.	End of Sept.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CATHAY	Jap. str.	k. w.	A. E. Moes	HAMBURG-AMERIKA LINER	On 13th Oct.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ALBINA	Jap. str.	k. w.	Wilhelm	NIPPON YUNEN KAISHA	On 27th inst., P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	k. w.	Radonicich	MELCHERS & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERICA MARU	Jap. str.	k. w.	Sander, Wielier & Co.	About 25th inst.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	GOEBEN	Jap. str.	k. w.	Dodwell & Co., Ltd.	About 10th Sept.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SILESIA	Jap. str.	k. w.	J. Boyd	CANADIAN PACIFIC R. Co.	On 4th Sept., at 6 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	EMPEROR OF CHINA	Jap. str.	2 m.	T. Saito	CANADIAN PACIFIC R. Co.	On 26th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MONTEAGLE	Jap. str.	1 m.	K. Kawabe	OSAKA SHOSEN KAISHA	On 28th inst., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SEATTLE MARU	Jap. str.	1 m.	S. Ishikawa	NIPPON YUNEN KAISHA	On 14th Sept., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SHIYANO MARU	Jap. str.	1 m.	St. John George	GIBR, LIVINGSTON & Co.	On 28th inst., P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	1 m.	M. Yagi	NIPPON YUNEN KAISHA	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ALDENHAM	Jap. str.	1 m.	L. Dawson	MELCHERS & Co.	On 3rd Sept., at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKKO MARU	Jap. str.	1 m.	M. Winckler	HAMBURG-AMERIKA LINER	On 10th Sept., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PRINZ WALEDMAR	Jap. str.	1 m.	M. Winckler	NIPPON YUNEN KAISHA	On 23rd Sept., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAITUAN	Jap. str.	1 m.	H. Koops	NIPPON YUNEN KAISHA	On 26th inst., A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU	Jap. str.	1 m.	E. Forsyth	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	1 m.	D. Bowson	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KUMANO MARU	Jap. str.	1 m.	F. Mooney	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TIJIN	Jap. str.	1 m.	A. Mockor	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MUICHOW	Jap. str.	1 m.	A. E. Sandbach	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	WEIYIANG	Jap. str.	1 m.	E. P. Martin	BUTTERFIELD & SWIRE	On 29th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHIPSHING	Jap. str.	1 m.	Williams	MESSAGERIES MARITIMES	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TAKASAMI MARU	Jap. str.	1 m.	Broe	HAMBURG-AMERIKA LINER	On 26th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	FOORSANG	Jap. str.	1 m.	Deinat	MELCHERS & Co.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANBU	Jap. str.	1 m.	E. Zacharias	OSAKA SHOSEN KAISHA	End of Aug.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NIKE	Jap. str.	1 m.	Owen Jones, R.N.E.	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	LINAN	Jap. str.	1 m.	Miller	BUTTERFIELD & SWIRE	On 29th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	POLYNESIEN	Jap. str.	1 m.	Bowman	JAHANGIR-JAPAN LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMERIA	Jap. str.	1 m.	K. Sugi	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CATHAY	Jap. str.	1 m.	H. Murayama	OSAKA SHOSEN KAISHA	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	DERFFLINGER	Jap. str.	1 m.	Sandmok	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BORJUN MARU	Jap. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BUJUN MARU	Jap. str.	1 m.	J. W. Evans	DOUGLAS LAPPAN & Co.	On 29th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHINHUA	Jap. str.	1 m.	J. S. Koch	BUTTERFIELD & SWIRE	On 27th inst., at 2 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ASSAYA	Jap. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CHERIAN	Jap. str.	1 m.	E. W. Rodger	SHEWAN TOME & Co.	On 28th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	NICOMEDIA	Jap. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 29th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TYIMASI	Jap. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PAKHOY</					

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PEN	SYRIA	About 25th	Freight and ANG. COLOMBO, PORT Capt. D. C. Gregor, R.N.R. Aug. Passage.
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. E. P. Martin	About 27th	Freight and Aug. Passage.
SHANGHAI	ASSAYE	About 2nd	Freight and Capt. Owen Jones, R.N.R. Sept. Passage.
LONDON VIA USUAL PORTS OR CALLAO	DEVANHA	Noon, 4th	See Special Capt. H. Powell, R.N.R. Sept. Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th August, 1909.

CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 24th Aug., 3 P.M.
CEBU	"KAIPEONG"	On 24th Aug., 4 P.M.
SWATOW, AMOY and SHANGHAI	"KWANGSE"	On 24th Aug., 4 P.M.
NINGPO and SHANGHAI	"PAKHAI"	On 25th Aug., 4 P.M.
TINGTAU, CHEFOO and NEWCHWANG	"KWEIYANG"	On 26th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 26th Aug., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUCHOW"	On 26th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 29th Aug., D'light.
MANILA	"TEAN"	On 31st Aug., 4 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept., 4 P.M.
MANILA	"CHENAN"	On 5th Sept., D'light.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, "TAIYUAN"		On 23rd Sept., 4 P.M.
with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH		

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and SS. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B. These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment to Wongs.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,  
Hongkong, 24th August, 1909.

AGENTS

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EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI  
RUSSIAN EAST ASIATIC CO., LTD.  
ST. PETERSBURG & VLADIVOSTOCK  
SWEDISH EAST ASIATIC CO., LTD.  
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALTIQUE PORTS	"CATHAY"	End of September.
For Further Particulars apply to Hongkong, 5th August, 1909.	MELCHERS & CO., AGENTS.	

## DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW, AMOY and FOOCHOW.	WED'DAY, 25th Aug., at 2 P.M.
"HAITAN," Capt. J. S. Roach	SWATOW, AMOY and FOOCHOW.	FRIDAY, 27th Aug., at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 24th August, 1909.

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INDO-CHINA S. NAV. CO., LTD.  
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS TO SAIL.

"SITHALA" YOKOHAMA, KOBE &amp; MOJI, "FOOKSANG" TUESDAY, 24th Aug., 3 P.M.

FOOCHOW, "YATSHING" THURSDAY, 26th Aug., 3 P.M.

SHANGHAI, "HANGSANG" THURSDAY, 26th Aug., 4 P.M.

TIENTSIN VIA SWATOW, WEIHAI-WEI &amp; CHEFOO, "CHIPSHING" Friday, 27th Aug., 4 P.M.

MANILA, "YUENSANG" Friday, 27th Aug., 4 P.M.

SINGAPORE, PENANG &amp; CALCUTTA, "KUTSANG" Tuesday, 31st Aug., 3 P.M.

MANILA, "LOONGSANG" Friday, 3rd Sept., 4 P.M.

SINGAPORE, PENANG &amp; CALCUTTA, "LAISANG" Saturday, 4th Sept., 2 P.M.

SINGAPORE, SAMARANG and "HINSANG" Tuesday, 14th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
Hongkong, 24th August, 1909.

GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE  
HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR HAVRE, BREMEN &amp; HAMBURG.

S.S. ANDALUSIA ... 27th Aug.

FOR HAVRE, ROTTERDAM &amp; HAMBURG.

S.S. SAXONIA ... 2nd Sept.

FOR HAVRE &amp; HAMBURG.

S.S. SPEZIA ... 14th Sept.

FOR ANTWERP, ROTTERDAM &amp; HAMBURG.

S.S. DORTMUND ... About mid. of Sept.

FOR HAMBURG.

S.S. C. FERD. LAEISZ About mid. of Oct.

FOR MARSEILLES, HAVRE &amp; HAMBURG.

S.S. AMBRIA ... 13th Oct.

Further Particulars, apply to— HAMBURG-AMERIKA LINIE,

Hongkong, 21st August, 1909.

Hongkong Office.

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PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1910.

## PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES AND LONDON.  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLONBO	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	TONS	1 P.M. SATURDAY	Steamer	SATURDAY
ARCADIA	7000	February 5	MANTUA	March 5
ASSAYE	7500	February 19	CHINA	March 19
DELTA	8000	March 5	MALWA	April 2
MACEDONIA	10500	March 19	(Through Steamer calling at BOMBAY)	April 16
DEVANHA	8000	April 2	MONGOLIA	April 30
ASSAYE	8000	April 15	MARMORA	May 6
DELTA	7500	April 30	MOREA	May 14
DELHI	8000	May 14	MOOLTAN	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1ST SALOON £71.10 SINGLE. £106.14 RETURN.

2ND £48.8 " £72.12 "

In addition to the above "Mail Steamers the following:—  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FORLONDON.  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
* SYRIA	about	about
* SUMATRA	6600 January 26	March 12
* NYANZA	4500 February 9	March 26
* SUNDA	6700 February 23	April 9
* MALTA	4570 March 23	May 7
* SARDINIA	6060 April 20	June 4
* NORE	6570 May 4	June 18
	6700 May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.  
FARES TO LONDON (including Surtax):

1ST SALOON £55.00 SINGLE. £82.10 RETURN.

2ND £38.10 " £57.4 "

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN route to EUROPE.

The Postoffice, with the French Mail of the 30th July, left Singapore on Sunday, the 9th instant, at 9 a.m., and may be expected here on or about Monday, the 10th instant, at day light. This packet brings replies to letters despatched from Hongkong on the 26th June.

FOR DATE

FOR	DATE
Clara Jansen	Tuesday, 24th, 9.00 A.M.
Sophy Maru	Tuesday, 24th, 9.00 A.M.
Carl Dideriksen	Tuesday, 24th, 11.00 A.M.
Simonsen	Tuesday, 24th, 11.00 A.M.
Keld	Tuesday, 24th, 11.00 A.M.
Postkong	Tuesday, 24th, 11.00 A.M.
Suicheng	Tuesday, 24th, 11.00 A.M.
Su Ito	Tuesday, 24th, 11.00 A.M.
Aldenham	Tuesday, 24th, 2.00 P.M.
Tanning	Tuesday, 24th, 2.00 P.M.
Kwangse	Tuesday, 24th, 3.00 P.M.
Laerke	Tuesday, 24th, 3.00 P.M.
Keston	Tuesday, 24th, 3.00 P.M.
Choiang	Wednesday, 25th, 1.00 P.M.
Printed Matter and Sam	Wednesday, 25th, 1.00 P.M.
pla	pla
Registration	Wednesday, 25th, 1.00 P.M.
Registration	Wednesday, 25th, 1.00 P.M.
Kowloon	Wednesday, 25th, 1.00 P.M.
B.O.	Wednesday, 25th, 1.00 P.M.
No late fee	Wednesday, 25th, 1.00 P.M.
Letters	Wednesday, 25th, 1.00 P.M.

EUROPE, &c., India via Takuorin. Late letters 11.00 to 11.30 A.M. Extra Postage 10 cents. (Letter posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

## NOW IS THE TIME TO DRINK

## SUN PILSENER BEER.

OBTAINABLE EVERYWHERE.

## H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS.

[38]

TO-MORROW, Sale, Household Furniture, Army Ordnance Stores, Messrs. Hughes & Hough, 10 a.m.

## COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 23rd.

ON LONDON:— Telegraphic Transfer 1/83. Bank Bills, on demand 1/83. Bank Bills, at 30 days' sight 1/7. Bank Bills, at 4 months' sight 1/84. Credits, at 4 months' sight 1/94. Documentary Bills 4 months' sight 1/94.

ON PARIS:— Bank Bills, on demand 218. Credits, at 4 months' sight 222.

ON GERMANY:— On demand 177.

ON NEW YORK:— Bank Bills, on demand 424. Credits, at 60 days' sight 432.

ON TOKIO:— Telegraphic Transfer 1303. Bank, on demand 131.

ON CALCUTTA:— Telegraphic Transfer 1304. Bank, on demand 131.

ON SHANGHAI:— Bank, at sight 742. Private, 30 days' sight 752.

ON YOKOHAMA:— On demand 844.

ON MANILA:— On demand— Pesos 85.

ON SINGAPORE:— On demand 75.

ON BATAVIA:— On demand 104.

ON HAIPHONG:— On demand 91. pm.

ON SAIGON:— On demand 9. pm.

ON BANGKOK:— On demand 88.

SOVEREIGN, Bank's Buying Rate 81.50.

GOLD LEAF, 100 fine, per tael 859.90.

PAR SILVER, per oz. 234.

## OPIUM.

August 21st.

Quotations are:— Malwa New 81.130/1.160 per picul.

Malwa Old 81.170/1.200 "

Malwa Older 81.210/1.250 "

Malwa Old 81.260/1.300 "

Persian fine quality 81.100/1.130 "

Persian extra fine 81.000/1.050 "

Patna New 81.045 per chest.

Banaras New 81.050 "

Banaras Old 81.045 "

August 21st.

Malwa New 81.130/1.160 per picul.

Malwa Old 81.170/1.200 "

Malwa Older 81.210/1.250 "

Malwa Old 81.260/1.300 "

Persian fine quality 81.100/1.130 "

Persian extra fine 81.000/1.050 "

Patna New 81.045 per chest.

Banaras New 81.050 "

Banaras Old 81.045 "

## SPECIAL CARS

August 21st.

The Indo-Chin str. *Loisang* from Calcutta and the Straits left Singapore for this port on 20th inst.

## THE GERMAN MAIL.

The I.G.M. str. *Derflinger*, carrying the German Mails with dates from Berlin of the 31st ult., left Colombo on the 19th inst. a.m., and may be expected here on or about the 30th inst.

## THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver for Hongkong on the 16th inst. p.m. via the usual route of call.

## THE AUSTRALIAN MAIL.

The C.N. Co. str. *Taiyuan* leaves Sydney on the 25th instant, and is due here on the 19th prox.

## MERCHANT STEAMERS.

The M.M. str. *Minan* left Singapore on the 17th inst., and is due here to-day.

The N.Y.K. str. *Mitsukoshi Maru* (European Line) left Singapore for this port on the 19th inst. and is expected here to-day p.m.

The N.Y.K. str. *Takasaki Maru* (Bombay Line) left Singapore for this port on the 19th instant and is expected here to-morrow p.m.

The P. & O. str. *Nile* left Singapore for this port on the 19th instant at 6 p.m., and is due here to-morrow at about 5 a.m.

The I.G.M. str. *Georgie* left Shanghai via Foochow on the 23rd instant at 2 a.m., and may be expected here to-morrow evening.

SOLE AGENTS IN HONGKONG:— LANE, CRAWFORD & CO., and from All WINE MERCHANTS. [52]

Known in Hongkong for Half a Century.

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